

REMARKS

Support for the present amendment to claim 1 is found, for example, at page 20, line 26 to page 21, line 16; Page 29, lines 15-18; and page 30, lines 31-33.

The rejection of claims 1-6 for obviousness over Kuroda et al is believed to be moot in view of the present amendment to the sole pending independent claim.

Nowhere do Kuroda et al suggest generation of plural driving speed patterns on the basis of one body of data followed by selection of one of those driving speed patterns on the basis of a different body of data. As now defined by claim 1, the "travel data" and the "travel environment data" are mutually exclusive.

However to the extent that the rejection might remain viable, it is further traversed for the reasons set forth in applicants' response filed December 9, 2005 which the examiner is respectfully requested to review again.

The examiner's remarks on the "continuation sheet" accompanying the advisory action of December 27, 2005 ignore the distinction between (1) the selection of one of plural patterns, each pattern corresponding to a different section of a road, as in Kuroda et al and (2) the selection of one of plural patterns for a given road section on the basis of a match with current travel environment data as defined by claim 1. Kuroda et al do not and can not select one of plural driving speed patterns based on "travel environment data" as now defined by claim 1. In Kuroda et al each driving speed pattern is for a different road section and, therefore, selection of one pattern for use is necessarily dictated by the geographical location of the vehicle.

In claim 2 and the claims dependent thereon, in particular, note that one of plural

patterns is extracted for "each of the short sections."

In the remarks of the "continuation sheet" of the advisory action, the examiner quotes column 1, lines 50-53 of Kuroda et al. It is respectfully submitted that the teaching the examiner quotes from Kuroda et al supports the foregoing argument, rather than contradicting it. The teaching of Kuroda et al at column 1, lines 50-53 reads:

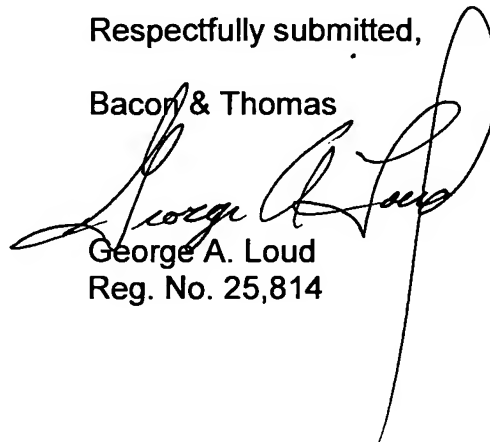
"a vehicle speed pattern estimating unit estimating a vehicle speed pattern for each of the plurality of sections of the basis of the road condition and driving history." [Emphasis on the "a" and "each" is that of the undersigned.]

Fairly read, the above quoted teaching is to the effect that one (and only one) driving speed pattern is generated for any one of the road sections.

The examiner is hereby requested to reconsider the rejection of record in view of the present amendments, the foregoing argument and the argument presented in applicants' previous response filed December 9, 2005.

Respectfully submitted,

Bacon & Thomas

A handwritten signature in black ink, appearing to read "George A. Loud", is written over the printed name and registration number. The signature is fluid and cursive, with a large loop at the end.

George A. Loud
Reg. No. 25,814

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Atty Dkt: ICHI3003

625 Slaters Lane
Alexandria, VA 22314
(703) 683-0500